

Chapter 5

OFF STREET PARKING AND LOADING FACILITIES

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9-5-1: GENERAL PROVISIONS:

- A. No building or structure shall be erected, substantially altered (requiring a building permit), or its use changed unless permanently maintained off street parking and loading spaces have been provided in accordance with the provisions of this chapter.
- B. Whenever a building or structure existing prior to the effective date of this chapter changes use or is enlarged up to fifty percent (50%) in floor area, number of employees, seating capacity, number of dwelling units, or otherwise, to create a need for an increase in the number of existing parking and loading spaces, additional parking spaces must be provided on the basis of the enlargement or change.
- C. Whenever a building or structure existing prior to the effective date of this chapter is enlarged to the extent of fifty percent (50%) or more in floor area, number of employees, seating capacity, number of dwelling units, or otherwise, to create a need for an increase in the number of existing parking and loading spaces, said building or structure must then and thereafter comply with the full parking requirements set forth herein.
- D. Whenever a building or structure constructed after the effective date of this chapter changes use or is enlarged in floor area, number of employees, number of dwelling units, seating capacity, or otherwise, to create a need for an increase in the number of existing parking and loading spaces, said building or structure must then and thereafter comply with the full parking requirements set forth herein.

The following regulations shall govern the location of off street parking spaces and areas:

- A. Parking spaces for all residential dwelling units with a density of less than ten (10) units per acre must be located on the same site as the use which they are intended to serve.
- B. Parking spaces for apartments, dormitories, or similar residential uses with a density of greater than ten (10) units per acre must be located not more than three hundred feet (300') from the principal use.
- C. Parking spaces for commercial, industrial or institutional uses must be located not more than one thousand feet (1000') from the principal use. (Ord. 652, 4-16-1979)

9-5-3: SHARED PARKING REDUCTION:

- A. Subject to compliance with other applicable requirements of City Codes, the Planning Director may approve shared development or use of parking facilities for two (2) or more uses if:
 - 1. A convenient pedestrian connection between the properties or uses exists; and
 - 2. The properties are within one thousand (1,000) feet of each other
- B. Where the uses to be served by shared parking do not overlap their hours of operation, the property owner or owners must provide parking stalls equal to the greater of the applicable individual parking requirements. Where a use change occurs within the development causing an overlapping of use hours, parking requirements must be reassessed. For the purposes of this provision, residential parking use hours shall be from 5pm to 6:30am daily.
- C. Where the uses to be served by shared parking have overlapping hours of operation, the Planning Director may approve a reduction of the total required parking stalls if the reduction is supported by a parking demand analysis performed by a registered professional traffic engineer licensed in the State of Idaho.
- D. Documentation Required: Prior to establishing shared parking or any use to be served thereby, the property owner or owners must file with the County Recorder's Office or its successor agency, a written agreement approved by the Planning Director providing for the shared parking use. A copy of the written agreement must be retained by the Planning Director in the project file. The agreement must be recorded on the title records of each affected property.

9-5-4: ACCESS AND MANEUVERING AREA:

- A. Any parking area must be designed in such a manner that any vehicle entering or leaving the parking area from or onto a public or private street must be traveling in a forward motion. Residential uses with a density of less than ten (10) units per acre are exempt from this requirement.

- B. Access of driveways for parking areas or loading spaces must be located in such a way that any vehicle entering or leaving such lot must be clearly visible for a reasonable distance to any pedestrian or motorist approaching the access or driveway from a public or private street.
- C. All maneuvering areas, ramps, access drives, etc., must be provided on the property on which the parking facility is located; however, if such facility adjoins an alley, such alley may be used as a maneuvering area.

9-5-5: MINIMUM DISTANCE AND SETBACKS:

- A. No portion of any parking facility, except driveways and approaches, shall be located within five feet (5') of the front or side property lines. Commercial and industrial uses are exempt from this requirement.
- B. No portion of any parking facility shall obstruct the visibility, for a reasonable distance, of motorists using any public or private street. (Ord. 652, 4-16-1979)

9-5-6: SURFACING:

- A. Hard surfacing of all parking facilities shall be required. All hard surfacing must comply with all other applicable city codes including the storm water management code.
 - 1. All hard surfacing must be completed before a certificate of occupancy is issued. In the event that hard surfacing cannot be timely completed due to inclement weather, the city may issue a temporary certificate of occupancy if an agreement secured by a bond or other security acceptable to the city in an amount of one hundred fifty percent (150%) of the costs of the hard surfacing is provided to the city. In the event a cash security is provided, no interest shall accrue to the party providing the cash. All agreements must include such terms as may be reasonable in the circumstances including a requirement that the paving be completed within six (6) months of the agreement and if not that the city in the city's sole discretion use the security to complete the hard surfacing.
- B. Driveways and approaches to a parking facility abutting a street improved with curbs and gutters must be paved with hard surfacing to their full width for a minimum of twenty feet (20') in depth from the street right of way, or where there is a lesser setback, the hard surfacing must be from the street to the parking facility.
- C. Any building lot in a commercial zone used in whole or in part as a parking facility and which abuts a city street with curbs and gutters must be improved with sidewalks in accordance with city specifications. (Ord. 1084, 6-2-2003)
- D. Within the Industrial General (IG) Zone, the hard surfacing requirement may be waived, with certain conditions, by the city engineer.

9-5-7: DRAINAGE:

- A. All parking and loading areas must provide for proper drainage of surface water to prevent the drainage of such water onto adjacent properties.

- B. Provisions must be made in the construction and maintenance of the drainage facilities to protect the quality of stormwater from oils, silt and other contaminants. (Ord. 652, 4-16-1979)
- C. In areas where a proper storm drainage system is not available at the time of parking facility construction, the on site drainage system must be located and constructed in accordance with Title 11, Chapter 3 of this code (Stormwater Management Ordinance). (Ord. 652, 4-16-1979; amd. 1983 Code; Ord. 1318, 10-21-2015)

9-5-8: MAINTENANCE:

- A. The owner of property used for parking and/or loading shall maintain the facility in accordance with good practice without holes and free of all snow, dust, trash and other debris.
- B. Failure to keep the parking lot surfaces reasonably clean of snow and debris, failure to keep storm catch basins properly clean and functioning, and failure to remove and replace dead plant material or to remove noxious weeds shall be specifically included in the term "failure to maintain the facility in accordance with good practice" and shall be deemed a violation of the zoning ordinance and therefore subject to the penalties as established. (Ord. 652, 4-16-1979)

9-5-9: LIGHTING:

- A. Any parking area which is intended to be used during nondaylight hours shall be properly illuminated to avoid accidents. Residential uses are exempt from this requirement.
- B. Any lights used to illuminate a parking lot must be so arranged as to reflect the light away from the adjoining property. (Ord. 652, 4-16-1979)
- C. Parking lot lighting should be designed to provide the minimum lighting necessary to ensure adequate vision and comfort in parking areas while avoiding glare and direct illumination of adjacent properties or streets. All parking lot lighting requirements shall also apply to interior drives and other areas on the property used by vehicles.
 - 1. Lighting Fixtures: All lighting fixtures providing illumination for parking lots must direct light downward (in keeping with Illuminating Engineering Society Of North America, IESNA, standards).
 - 2. Maximum Mounting Height: The maximum mounting height for all parking lot illuminating light fixtures shall be twenty feet (20').
 - 3. Timers Required: Lighting must be on a timer which turns off all unnecessary lights when the lot is not in use to reduce glare in the surrounding neighborhoods and to save energy.
 - 4. Decorative Lighting: The city standard decorative lighting shall be required in the downtown revitalization area.

9-5-10: WHEEL BLOCKS:

- A. Whenever a parking lot extends to a property line, wheel blocks or other suitable devices must be installed to prevent any part of a parked vehicle from extending beyond the property line. (Ord. 652, 4-16-1979)
- B. Where parking stalls abut sidewalks or walkways that leave less than a four foot (4') wide pedestrian travel zone due to vehicle overhang, wheel blocks or other suitable devices may be required by the City in order to maintain accessibility. Wider sidewalks or pathways, however, shall be preferred. (Ord. 652, 4-16-1979; amd. 1983 Code; Ord. 1318, 10-21-2015)

9-5-11: SIGNS:

- A. The entrances and exits to the parking area must be clearly marked.
- B. Parking areas having more than one aisle or driveway must have directional signs or markings in each driveway or aisle.
- C. Parking area directional signs must have a maximum size of four (4) square feet. (Ord. 652, 4-16-1979)

9-5-12: STRIPING:

All parking areas with a capacity over ten (10) vehicles must be striped with double lines, two inches (2") in width and six inches (6") both sides of center between stalls, to facilitate the movement into and out of the parking stalls. (Ord. 652, 4-16-1979)

9-5-13: SCREENING AND/OR LANDSCAPING:

- A. Parking Lot Minimum Landscaping: A minimum of ten percent (10%) of gross paved areas used for parking lots within the city of Sandpoint must be landscaped. Slopes and other areas between a parking area and sidewalks, street rights of way or property lines must be landscaped with a minimum five foot (5') buffer containing grass, hardy shrubs, trees or evergreen ground cover and must be maintained in a consistent condition acceptable to the city. A minimum of fifty percent (50%) of the required buffer yard must be made up of hardy shrubs, fifty percent (50%) of which shall be evergreen and shall reach a height of four feet (4') within five (5) years. The five foot (5') buffer may be reduced when at least five feet (5') of landscaped area exists between the sidewalk and curb. Dead landscaping must be replaced. It shall be a violation of this chapter if an owner fails to replace dead landscaping with the same or other landscaping approved by the City within one month of notification by the City or as is seasonably acceptable.
- B. Proximity Standards: Whenever a parking area providing more than ten (10) vehicle spaces is located in or adjacent to a residential district, dwelling unit, school, hospital, church or other institution for human care, it must be effectively screened on all sides abutting any such property by a five foot (5') buffer area with an acceptably designed wall, fence or planting screen. Alternatively, the buffer area may be reduced to three feet (3') if a decorative screen fence is erected with evergreen shrubs of at least two (2) gallon size planted at the base. Such fence, wall or planting screen must not be less than four feet (4') nor more than six feet (6') in height and maintained in good condition. The space between such fence, wall or planting screen, and the lot line of the adjoining premises in any residential district must be landscaped with grass, hardy shrubs, or evergreen ground cover and maintained in good condition. In the event that terrain or other natural features are such that the erection of such fence, walls or planting screen

will not serve the intended purpose, the Planning Director may waive specifically this requirement.

- C. **Parking Facilities Abutting Street Right Of Way:** Parking facilities which abut a street right of way must provide one street tree for every twenty five feet (25') of property abutting such right of way. Should the planting of such a street tree be physically unfeasible, the Public Works and/or Planning Department may require suitable landscaping abutting the street right of way.
- D. **Material And Planting Requirements:** Parking lot landscaping must consist of, but not be limited to, a mix of deciduous trees, evergreen shrubs, and ground cover. Tree species must be of the types listed on the "City of Sandpoint approved street tree list" (as adopted by resolution), or approved by the Urban Forester. All trees must be planted with a minimum 1.5 inch caliper. All interior planting beds must have a minimum dimension of six feet (6') at the narrowest point with a soil depth appropriate for the trees selected.
- E. **Parking Lots Between Twenty (20) to Thirty (30) Spaces:** One tree for every ten (10) parking spaces or the larger fraction thereof must be provided.
- F. **Parking Lots Exceeding Thirty (30) Spaces:** The following additional regulations apply:
 - 1. Parking areas must include a minimum fifteen foot (15') landscaped buffer from residential zones, and be divided into smaller areas interconnected by landscaped aisles to reduce vehicle speed and protect pedestrians. No parking space shall be more than sixty feet (60') from a landscaped area, and there must be at least one tree for each three hundred (300) square feet of required landscape area.
 - 2. Required shade trees must be of such species and canopy to provide a minimum of thirty percent (30%) canopy cover of the parking area at maturity. Eligible tree canopy must be directly over parking lot.
 - 3. A timed and automated irrigation system shall be provided for all required landscaping and maintained in a workmanlike manner.
- G. **Parking Lot Directional Signs:** Parking lots not visible from streets must have clearly visible directional signs approved during the site plan review process.
- H. **Screening Equipment; Noise:** Mechanical equipment, utility facilities, and garbage containers must be screened in such a manner so as not to be visible from abutting residential property owners. A fence may be used to provide this screening. Mechanical equipment creating noise must be placed as far from residential uses as practical and in keeping with access and maintenance requirements, and must have noise buffering if placed in the vicinity of residential uses.

- I. Snow Storage: Areas for snow storage must be designated in site plans and provided for in development or redevelopment of property.
- J. Pedestrian Access: Parking lots must be designed so that pedestrian and automobile patrons have a clearly marked path from each business entrance to the nearest sidewalk to each adjacent street. This must be accomplished utilizing decorative pavers or sidewalk type walkways. The planning commission may waive this requirement for lots smaller than thirty (30) spaces when it creates undue hardship.
- K. Exemptions:
1. Single-family residential off street parking areas are exempt from this sub-section.
 2. Auto and vehicle dealers are exempt from providing landscaping within the interior of the sales and display area.
 3. Landscaping requirements may be modified by the Planning Director for a specific site when soil or slope limitations make strict adherence impractical, when safety considerations are involved, especially in the clear vision triangle.
 4. Parking areas within the Industrial General zone shall only be required to adhere to the requirements of Section 9-5-13.A: Parking Lot Minimum Landscaping.
 5. Existing parking lots. Expansions of existing parking lots shall not be exempt.

9-5-14: ACCESSIBLE PARKING SPACES

All parking facilities must provide accessible parking spaces as required by the ADA Standards for Accessible Design of the Americans With Disabilities Act.

9-5-15: DESIGN AND DIMENSIONAL STANDARDS:

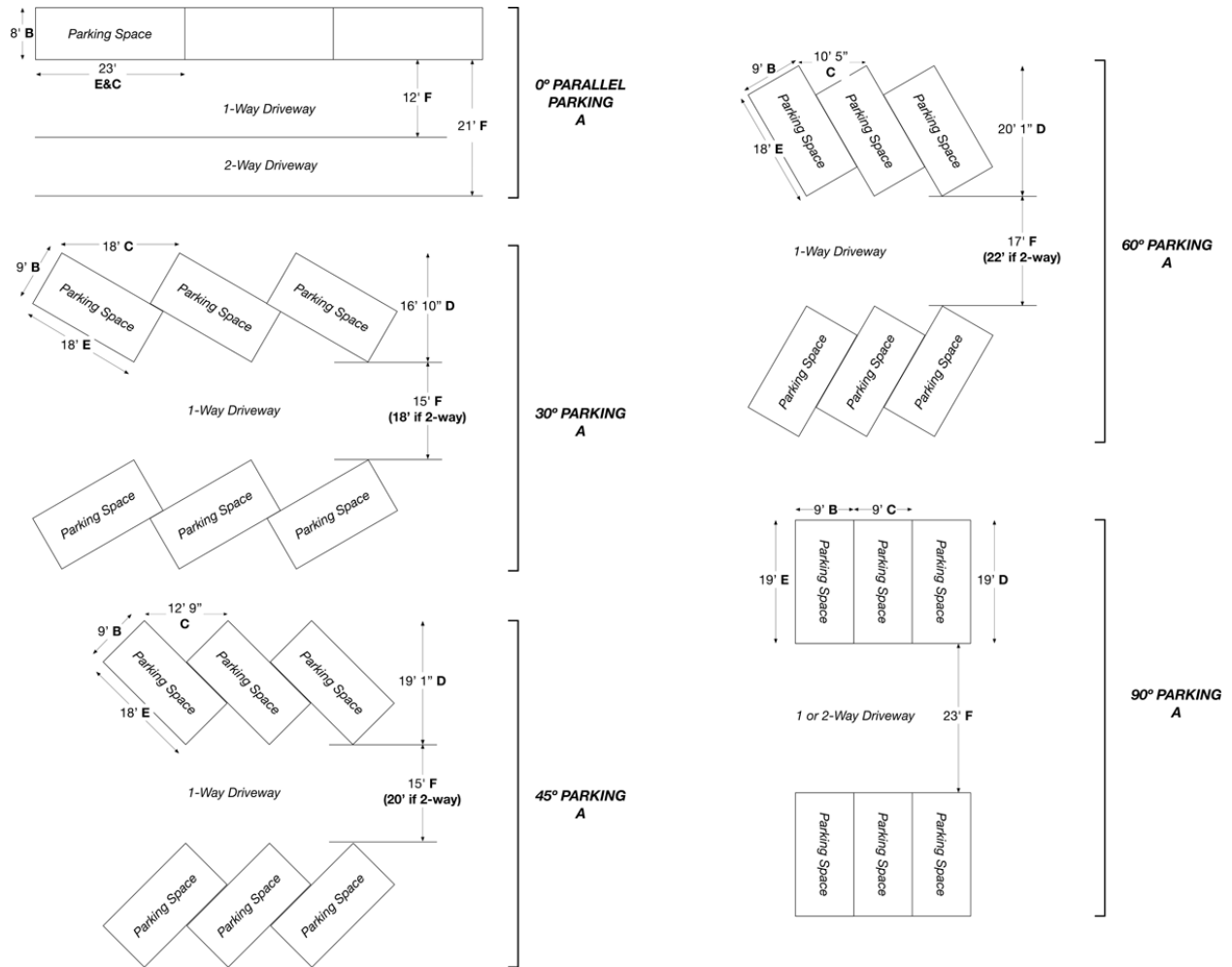
- A. All parking facilities must be designed to city standards. Plans for parking facilities are required prior to construction and shall indicate ingress, egress, grade, drainage facilities, location of all plantings, base and surface materials. (Ord. 652, 4-16-1979; amd. 1983 Code; Ord. 1318, 10-21-2015)
- B. All nonresident parking facilities with more than twenty (20) parking spaces shall provide the equivalent of four (4) bicycle spaces for every twenty (20) parking spaces included in the facility, for the temporary storage of bicycles. Space for bicycle storage shall be designed to accommodate bikes parked parallel to the rack and support bicycles upright by their frame at two

(2) points of contact. The minimum distance between side by side racks should be thirty six inches (36") or greater. The minimum distance between end to end racks should be sixty inches (60") or greater. Racks shall be permanently anchored into a hard surface. Bicycle spaces shall be located within fifty feet (50') of the building entrance and well lit. (Ord. 1336, 11-2-2016)

D. Off street parking spaces must be provided in accordance with the following minimum standards:
(Ord. 652, 4-16-1979)

Parking Angle	Parking Space Width	Curb Length Per Stall	Stall Depth From Curb Edge	Parking Space Depth	1-way Driveway Width	2-way Driveway Width
A	B	C	D	E	F	F
For Standard Vehicles:						
0°	8 ft.	23 ft.	8 ft.	23 ft.	12 ft.	21 ft.
30°	9 ft.	18 ft.	16 ft. - 10 in.	18 ft.	15 ft.	18 ft.
45°	9 ft.	12 ft.- 9 in.	19 ft.- 1 in.	18 ft.	15 ft.	20 ft.
60°	9 ft.	10 ft.- 5 in.	20 ft.- 1 in.	18 ft.	17 ft.	22 ft.
90°	9 ft.	9 ft.	19 ft.	19 ft.	23 ft.	23 ft.
For Compact Vehicles:						
0°	7 ft.- 6 in.	18 ft.	7 ft.- 6 in.	18 ft.	12 ft.	21 ft.
30°	7 ft.- 6 in.	15 ft.	14 ft.	15 ft.	15 ft.	18 ft.
45°	7 ft.- 6 in.	10 ft.- 7 in.	15 ft.- 11 in.	15 ft.	15 ft.	20 ft.
60°	7 ft.- 6 in.	8 ft.- 8 in.	16 ft.- 9 in.	15 ft.	15 ft.	22 ft.
90°	7 ft.- 6 in.	7 ft.- 6 in.	15 ft.	15 ft.	23 ft.	23 ft.

Diagram, Parking Space Minimum Design and Dimensions (For Standard Vehicles):



E. Additional Standards for Compact Car Parking:

1. If the total number of required parking spaces is less than ten (10), no compact car spaces shall be provided.
2. If the total number of required parking spaces equals ten (10), then one parking space may be for compact cars. For each four (4) spaces in excess of ten (10), one space for compact cars may be provided.
3. Each compact car parking space shall be marked for such use.

9-5-16: MINIMUM AND MAXIMUM PARKING SPACE REQUIREMENTS:

Type Of Use	Parking Spaces Required
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A.	Residential: Values shall be held as the minimum:	
	Apartments, duplexes, townhouses or multi-family dwellings under eight hundred (800) square feet of living space per unit	1 for each unit
	Apartments, duplexes, townhouses or multi-family dwellings over eight hundred (800) square feet of living space per unit	1.4 for each unit
	Detached Single Family Homes with three (3) bedrooms or less	1 for each unit
	Detached Single Family Homes with more than three (3) bedrooms	2 for each unit
	Accessory Dwelling Units	1 for each unit
	Cottage Developments in accordance with Title 9, Chapter 4 of this code.	1 for each unit
	Boarding, lodging, or rooming house	1 for each sleeping room
	Group Homes	2 for each unit
B.	Commercial: Values shall be held as the minimum. The maximum amount of parking spaces allowed shall be no more than 20% above the minimum requirement. Structured parking shall be exempt from the parking maximum requirements.	
	Banks, financial institutions and similar uses	1 for every 500 square feet of floor area
	Bowling alleys	2 for each alley

	Dance floors, skating rinks	1 for every 500 square feet of floor area
	Dining rooms, restaurants, taverns, nightclubs, etc.	1 for every 300 square feet of floor area
	Funeral parlors, mortuaries	1 for every 100 square feet of floor area open to the public
	Hotels, motels	1 space for each room or unit; plus as required for accessory uses, such as restaurants, meeting halls, etc.
	Hostels	1 for every 4 beds
	Medical or dental clinics	1 for every 500 square feet of floor area of examination, treatment, office, and waiting rooms
	Offices, public or professional administration and services	1 for every 500 square feet of floor area
	Retail stores	1 for every 350 square feet of floor area
	Retail sales and services of large items, such as appliances, furniture and equipment	1 for every 800 square feet of floor area
	Service stations providing repair, public garages	1 for each 2 gasoline pumps and 2 for each service bay
	All other types of business or commercial uses permitted in any commercial zone	1 for each 350 square feet of floor area
C.	Entertainment and Recreation: Values shall be held as the minimum. The maximum amount of parking spaces allowed shall be no more than 20% above the minimum requirement. Structured parking shall be exempt from the parking maximum requirements.	

	Auditoriums, sport arenas, theaters and similar uses	1 for each 5 seats; 20 inches of bench shall be considered 1 seat
	Private clubs or lodges	1 for every 350 square feet of floor area
	Swimming pools, public or community clubs	1 for each 5 persons' capacity plus 1 for each 4 seats or 1 for each 30 square feet of floor area used for seating purposes, whichever is greater
	Fitness Centers	1 for every 400 square feet of floor area
D.	Institutional: Values shall be held as the minimum.	
	Churches and other places of religious assembly	1 for each 5 seats; 20 inches of bench shall be considered 1 seat
	Hospitals	1 for each bed
	Libraries, museums, art galleries	1 for each 500 square feet of floor area
	Sanatoriums, homes for the aged, nursing homes, children's homes and similar uses	1 for each 2 beds
E.	Schools (Public, Private Or Parochial): Values shall be held as the minimum.	
	Business, technical and trade schools	1 for each 2 students
	Colleges, universities	1 for each 4 students
	Elementary, high schools	1 for every teacher and employee, 1 for every 4 students normally enrolled that are over the legal driving age, and 1 for every 4 seats in auditoriums, gymnasiums or stadiums. Parking spaces provided for the school may be considered as parking for the public assembly areas
	Kindergartens, daycares, childcare centers, nursery schools and similar uses	Where the number of children plus employees is less than 13, 2 off street parking spaces shall be provided. Where the number of children is equal to or greater than

		13, 1 off street parking space for each 5 children or a fraction thereof shall be provided
F.	Industrial: Values shall be held as minimum.	
	All types of manufacturing, storage, wholesale and freight uses permitted in any industrial district	1 for each 1000 square feet of floor area

(Ord. 1198, 2-11-2009; amd. Ord. 1336, 11-2-2016)

Parking spaces for other permitted or conditional uses not listed in this section shall be determined by the Planning Director.

9-5-17: PARKING CREDITS:

- A. For every six (6) nonrequired bicycle parking spaces created within any commercial or industrial zone which adhere to the standards set forth in section [9-5-16](#), "Design Standards", of this chapter, motor vehicle parking space requirements may be reduced by one space; up to a maximum of two (2) off street parking spaces. (Ord. 1336, 11-2-2016)
- B. Motorcycle Parking: For every two (2) motorcycle parking spaces provided for any multifamily, commercial or industrial project, the number of standard vehicle spaces may be reduced by one (1) space up to a maximum of two (2) spaces. Motorcycle parking spaces must be at least four feet (4') wide and ten feet (10') deep with a minimum of ten feet (10') of backup space provided.
- C. Transit-Supported Development: For residential multifamily, commercial, industrial, institutional projects and schools, the minimum parking space requirements for uses established by receipt of a complete permit or license within 1,320 feet of a public transit stop shall be reduced by twenty percent (20%).
- D. Affordable Housing Deed Restrictions: The minimum parking space requirements for developments that contain a deed restriction for affordable housing shall be reduced by twenty (20%). Such development must adhere to the following standards:
 - 1. At least fifty percent (50%) of the units must be deed restricted to provide for affordable rental housing.
 - 2. At a minimum, the deed restriction must accommodate households making less than 80% of area median income according to the Department of Housing and Urban Development (HUD). Such accommodation must provide affordable units such that no more than forty percent (40%) of tenant household income shall go towards the payment of rent. The deed restriction must remain in effect for a minimum of ten (10) years.

3. Applicants awarded this credit must submit annual reports verifying the standards above to remain in good standing of this provision.

9-5-18: LOADING AREAS:

A.	<u>Gross Floor Area (Square Feet)</u>	Quantity	<u>Type</u>
	14,000 - 36,000	1	A
	36,001 - 60,000	2	A
	60,001 - 100,000	2 1	A B
	For each additional 75,000 or fraction thereof	1	B

- B. The size of off street loading spaces shall not be less than the following, exclusive of access platform and loading area:

Type A Spaces:	Length	35 feet
	Width	12 feet
	Height clearance	15 feet
Type B Spaces:	Length	65 feet
	Width	12 feet
	Height clearance	15 feet

- C. Convenient access to loading spaces shall be provided and shall not be less than twelve feet (12') in width.
- D. Loading spaces may be located in required yards, providing such space is not roofed.
- E. Loading spaces shall be located entirely on the property they are intended to serve. (Ord. 652, 4-16-1979)

9-5-19: IN LIEU PARKING FEES:

A. Purpose: The purpose of these provisions is to allow businesses to reduce the number of on site parking spaces through payment so as to meet the requirements set forth in this chapter. These businesses will be allowed to make payments into a special dedicated fund the city will use to develop parking. These provisions may be utilized for parking required for new construction or for an increase in required parking resulting from the change of use of an existing building.

B. Goals: The in lieu program is voluntary and has the following goals:

1. To creatively reduce parking requirements where appropriate;
2. To reduce the cost of development by reducing the funds required for building and maintenance of parking lots;
3. To facilitate the construction and improvement of public parking;
4. To improve urban design;
5. To encourage shared parking; and
6. To support historic preservation.

C. Definitions:

IN LIEU PAYMENT: A onetime optional payment made to the city parking improvement fund fulfilling all or part of the parking requirements for a business within the defined parking in lieu area.

PARKING IMPROVEMENT FUND: A special dedicated fund to collect revenue from in lieu parking payments. Revenue collected is used to improve general parking in the designated parking in lieu area, to purchase or lease land, to improve city parking facilities, and to offset administrative expenses.

D. Payment Calculation:

1. The parking requirements set forth in the parking code may be satisfied in whole or in part by the payment of a nonrefundable parking improvement fee of (\$10,000.00) per space.
2. Payment of fees must be made in conjunction with the issuance of a building permit. Upon payment of in lieu fees, applicant will receive a nontransferable certificate for each space that would otherwise be required by city parking requirements.
3. The city council may amend the fee by resolution to approximate increases in costs of providing parking.

E. Parking Fund Use:

1. The "parking improvement fund", a dedicated fund, is hereby created to receive revenue from in lieu payments. The fund shall be used to provide and enhance public parking facilities, including buying or leasing land, constructing parking facilities, offsetting administrative

expenses directly related to managing the account and the construction of facilities, coordinating parking planning, and erecting signage.

F. Limitations:

1. In the event a business intends to satisfy more than fifty percent (50%) of the parking requirement by payment of parking fees, such application shall require review and approval of the Planning Commission. Proposed parking requests shall be reviewed at a regular meeting of the Planning Commission. Notice of such review shall be sent to all adjacent property owners of the property for which parking is requested and affected property owners shall have the right to comment. Any such request for parking may be denied or reduced if the Planning Commission finds that permitting such request would have an adverse effect on the surrounding neighborhood. (Ord. 1173, 5-16-2007)